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April 1988

Railway Age

...for the new age of railways and rail transit

THE ARCHITECTS OF CHANGE:

"The only way we're going to meet the labor problem is head-on. We're not going to back away."

C&NW's James R. Wolfe

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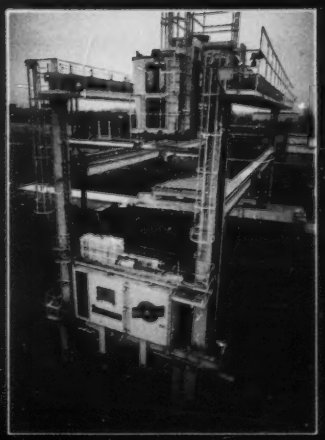

What to look for at Intermodal Expo '88

Automatic fare collection: Selecting the right system

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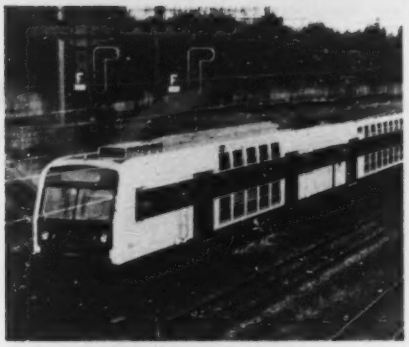

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35 The architects of change: C&NW's James R. Wolfe

North Western's CEO is ready to meet head-on the crew-consist issue, which he contends this industry has not confronted directly and with courage. "We are not going to use snake-oil remedies," he promises.

39 Labor-management: Confrontation in the cards?

As a new season of demands and counter-demands opens, both railroads and unions appear ready to go to the mat. But confrontation isn't likely for another year.

44 Equipment suppliers rise to the intermodal challenge

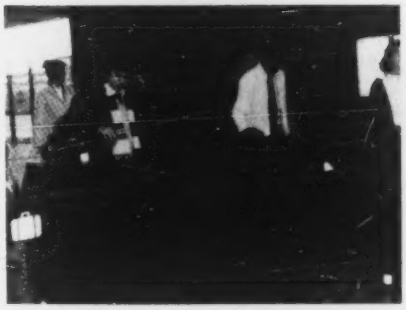
The operators say they want heavier-duty stacktrain equipment and they're getting it. Meanwhile, carless technology is starting to come on very strong.

47 What to look for at Intermodal Expo '88

In Atlanta this month, more than 200 suppliers of equipment and services will strut their stuff at "the greatest intermodal show on earth." Here's a preview.

51 AFC: Picking the right system

Automatic fare collection systems can be custom-tailored to fit the needs of both single-fare and multi-fare networks. A supplier describes the options.



55 Eastern operators eye bi-levels

Three eastern commuter railroads may soon introduce double-deckers. French and Japanese builders are competing for orders that could add up to 200 to 300 cars.

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Market Outlook

Equipment

Metropolitan Transit Development Board (San Diego): Ordered 21 light rail vehicles from Siemens Duewag of West Germany at a cost of $23.8 million.

Southern Pacific: Ordered 35 B40-8 model diesel-electric locomotives from General Electric and 15 GP60 models from the Electro-Motive Division of General Motors, all for delivery in this year's second and third quarters. Cost is estimated at $50 million.

Union Pacific: Plans to acquire 300 new center-beam flatcars for lumber service at a cost of around $13.5 million. The order will consist of 120 60-foot cars and 180 73-foot cars.

Facilities

Amtrak: Has drawn up a capital budget of $103 million for FY89. Funds would come from a $72.6-million capital appropriation requested from Congress (along with $557.4 million in operating assistance), plus capital which Amtrak generates internally through corporate development and real estate projects.

Southern California Rapid Transit District: Awarded a contract in excess of $11 million to General Railway Signal for the supply of GRS Cabmatic coded cab signal and speed control equipment and such wayside equipment as electric switch machines, automatic train stops, and signaling. The contract, which is to be completed in 1992, covers 4½ miles of main line, five stations, and 15 married car pairs with options for additional car and wayside equipment.

Shanghai Metro Corp.: Selected De Leuw, Cather International Inc. as systems and preliminary design consultant for the 8.9 mile North-South Line of the Metro system planned for China's largest city.

PATH: Awarded a $5,746,101 contract to Texas Instruments of Iselin, N.J., for the supply of electrical power control and communication system components. PATH also awarded a $2,247,000 contract to Schiavone Construction Co. of Secaucus, N.J., for work at the Pavonia/Newport Station in Jersey City, and a $1,292,760 contract to Railroad Construction Co. of Paterson, N.J., for crossovers at the South Street Yard in Newark.

NASA Railroad: Will lay approximately 3.5 miles of 132-pound cwr as part of an ongoing program to upgrade the 12-mile main line at the Kennedy Space Center, Cape Canaveral, Fla. New rail acquired through A&K Railroad Materials will be placed on concrete ties, acquired through Florida East Coast, on new granite ballast.

Revenue freight carloadings

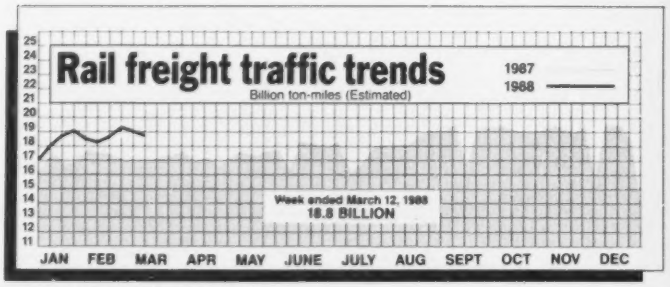
Commodity	March 12 week	March 5 week	Feb. 27 week	Feb. 20 week	Feb. 13 week
Grain	33,003	34,181	34,398	32,649	32,415
Other farm products	3,430	3,358	3,223	3,919	3,988
Metallic ores	14,833	12,891	14,423	11,929	11,065
Coal	113,068	117,731	121,427	117,307	113,207
Crushed stone, gravel and sand	14,493	13,703	12,789	12,822	10,703
Nonmetallic minerals	9,655	9,954	10,369	10,046	10,097
Grain mill products	10,262	10,539	10,970	10,477	10,823
Food and kindred products	10,922	11,490	11,754	11,106	11,106
Primary forest products	10,157	10,928	10,766	10,334	10,650
Lumber and wood products except furniture	8,198	8,092	8,698	7,832	7,852
Pulp, paper and allied products	12,416	12,673	12,207	12,496	12,313
Chemicals and allied products	28,625	28,916	28,318	26,707	28,440
Petroleum products	5,008	4,804	5,012	4,790	5,092
Stone, clay and glass products	10,652	10,732	10,494	9,434	9,136
Coke	5,149	5,700	5,720	5,837	5,594
Metals and products	10,749	11,457	12,124	10,586	10,416
Motor vehicles and equipment	21,604	19,849	20,129	20,341	19,640
Waste and scrap materials	10,332	10,291	10,052	9,661	9,479
Forwarder and shipper assn. traffic	2,578	2,712	2,598	2,519	2,505
All other carloads	82,013	83,151	82,635	77,671	79,343
LCL traffic	—	—	—	—	—
Total Cars Loaded	**417,147**	**423,152**	**428,106**	**408,463**	**403,864**
% change from previous year	5.0	7.7	9.0	6.0	1.7
Estimated revenue ton-miles (billions)	**18.8**	**19.1**	**19.3**	**18.4**	**18.2**
% change from previous year	5.9	9.1	10.3	6.1	2.5

Total:	**1988**	**1987**	**% change**
10 weeks	185.2	173.7	6.6

Piggyback loadings

	March 5 week	Feb. 27 week	Feb. 20 week	Feb. 13 week	Feb. 6 week
Trailers/containers	123,168	107,000	100,607	102,985	106,812

Cumulative total, 9 weeks		**% change from 1987**
Trailers/containers	1,046,731	15.6



Source: Association of American Railroads

Massachusetts Bay Transportation Authority: General Railway Signal is the apparent low bidder, at $3.7 million, on a contract for signal improvements to an MBTA perimeter line.

Washington Metropolitan Area Transit Authority: General Railway Signal is the apparent low bidder, at $12.7 million, on a contract to supply automatic train control equipment on approximately four miles of the "E" and "F" routes.